SURVIVORS OF THE BORUSSIA

ELEVEN OF THE PASSENGERS AND CREW

HO WERE PICKED UP AT SEA. d About for Three Days and Nights in an Open Boat-Appalling Scenes on Board the Doomed Steamship-Men and Women Swept from the Decks by the Great Waves.

BALTIMORE, Jan. 3 .- The Italian bark Giacomino, Capt. Boniface, from Aberdeen, arrived at this port this morning, with eleven persons-five passengers and six of the crew of the British steamer Borussia, abandoned on Dec. 2. They were picked up at sea on the evening of Dec. 5, about 400 miles west of the Azores, in latitude 38° 45' N. The names of the passengers, all in the steerage, are John S. Sullivan, formerly of County Cork, Ireland, but for the past thirty years a resident of Rapides Parish, La. : Owen McCabe. County Cavan, Ireland, for the past nine years a resident of New Orleans, although his wife and children are still living in Ireland; Rosandro Gonzales of Spain : Gaetano Satrat of Italy, and Dimiet Froude, a Frenchman who

embarked at Liverpool.

The names of the crew are Wm. J. Sutherland of Ginsgow, second engineer; J. F. Lor-sen, quartermaster; Barnard Garrity and Wm. Fischer, seamen; Patrick Saver and John

Part of the crew of the British steamship Borussia, which sailed from Liverpool on Nov. 20 for New Orleans, touching at Corunna. Spain, on Nov. 24, were landed at Queenstown on Dec. 28 by the British ship Mallowdale, from Bassein. The Borussis was abandoned in a sinking condition on the 2d inst. The part of the crew landed at Queenstown consisted of the chief engineer, doctor, boatswain, and six seamen. They were picked up on the 5th inst, in an open boat by the Mallowdale. The Borussia had 180 passengers, of which number 105 embarked at Liverpool and 75 at Corunna. The crew numbered 54 men. After leaving Corunna on Nov. 24 she ex perienced terrifle weather and sprung aleak ing, she was abandoned on the 2d inst. about 850 miles southeast of Fayal. The Captain and the second officer remained in the sinking steamer. The crew and passengers embarked in eleven boats. The nine survivors at that time had no hope for the other boats, having before they separated, seen one boat capsize drowning all the occupants.

The Borussia was an iron steamship of 2,075 tons burden, and was built at Greenwich in 1855. She was bark riggey, 292 feet long, 38 teet wide and 25 feet in depth. She belonged to Liverpool, and at the time of the disaster overtook her she was engaged in trade with New Orleans. The Borussia had seen service in many waters. Just after she was built she was run as a steam packet between New York and lamburg, but as naval architecture improved she fell behind and was transferred to other waters, and was engaged in trade with South America, and afterward Eastern ports. Her New Orleans agents were Silas Weeks & Co.

The story of the first passengers rescued was that a panic occurred among the passengers and crew. The survivors said that no order to launch the boats and prepare for the abandonnent of the vessel was given by the officers; the craw themselves lowered the bosts without waiting for orders. About a dozen passengers got into the boats, with part of the crew. The remainder of the passengers were supposed to have gone down in the vessel with the Captain, second mate, three engineers, eleven firemen, three stewards, the carpenter, and two boys. One boat swamped alongside of the steamer, and its occupants, five men, were drowned. The survivors said that at 9 o'clock on the night of the abandonment of the vessel they saw a rocket ascend from the steamer, and soon after her masthead

lights were seen to suddenly disappear. The experience of the steamship as described by the survivors to-day was of the most thrilling nature. The first intimation received that anything was wrong was early on the morning of Dec. I, when a large leak was discovered in the engine room, which rapidly increased, and the water in the hold of the vessel soon began to accumulate with alarming rapidity. The entire crew were put to the pumps and urged on by fficers, who appreciated the danger. The water gradually gained on them, and soon flooded the engine room, extinguishing the fires and stopping the engines. The situation of the steamship at this time became critical in the extreme. The heavy weather which had been prevailing during the day gradually in-creased to a hurricane, and by night the sea swept over the now doomed vessel. M. Rosandro Gonzales, one of the passengers, who says that he was on deck the whole time, describes the scene as appalling. The steamship was repeatedly swept from stem to stern by the sea. She would rise on the crest of a wave, and, as their position was revealed to them by a vivid flash of lightning, her bow could be seen to suddenly drop and the quivering hull to plungs headlong into the seething waves.

An accident, which caused a thrill of horror, occurred at midnight. The officers of the vessel had insisted on the lady passengers remaining below decks, which they had apparently quietly submitted to. At the time named a group of male passengers and seamen, who were clinging in a half drowned condition to the bulwarks aft, were horrifled to see one of the lady passengers appear at the head of the lady passengers appear at the head of the lady passengers appear at the head of the stairway leading from the cabin carrying in her arms a child apparently about 5 years old. The vessel was pitching and rolling at a tremendous rate, rendering the woman's position extremely perilous. As she was revealed to the startled group on deck by a vivid flash of lightning four or five seamen and several passengers, about fitnen men in all, started to her assistance. When within a few feet of her the bow of the steamship again sank, and a great volume of water bore down on the almost paralyzed woman and her rescuers, all of whom were borne toward the side of the vessel. The next instant the plereing shricks from the entire group rese above the roar of the waters as they were swept away in the darkness. A descrate effort was made by those on board to rescue them, but it only resulted in two more seemen being swept off to death by the remorseless waves. This was only one of the many heartrending scenes which occurred during the night which is described by one passenger as being a "heil of horror."

When daybreak appeared the condition of the Borussia was found to be such that arrangements were made for abandoning her. The scene on the doomed vessel at this time was heartrending in the extreme. The friends and relatives of those was heartending to relatively condition to a front of the condition of the sound of sea. She would rise on the crest of a wave. and, as their position was revealed to them by

seene on the doomed vessel at this time was beartrending in the extreme. The friends and beartrending in the extreme. The friends and relatives of those who had been swept overboard during the night ran wildly to and fro in a fronzy of grief, or clutched close to a stanchion, giving free vent to their terrible distress. By nightful the small boats that had not been destroyed were gotten ready, and the crew and passengers embarked, leaving the vessel to its fate.

By nightfall the small boats that had not been destroyed were gotten ready, and the crew and passengers embarked, leaving the vossel to its fate.

Mr. Sutherland, second engineer, says that the party was in the metallic lifeboat No. 3. They got into the boat at about 5 o'clock on the evening of Dec. 2, about dusk. Lorsen, the quartermaster, and Garrity, boatswaln's mate, took charge alternately in steering and managing the boat, which was well provided with crackers, canned meats, and water. After leaving the gale increased, and during the night, which was pitch dark, the sea ran very high, and the boat drifted at the mercy of the wind and waves. On the following day, Dec. 3, the gale continued. At about 3 o'clock in the alternoon a bark was seen about seven or eight miles distant, crossing the bow of the boat, and blankets were raised on oars and other signals made to attract attention, but she passed on without discovering the signals. No other sail was seen on that day. When night came on it was still blowing fresh from the west, with a high sea, but at midnight the wind ceased and the sea caimed down. At this time they supposed the boat had made about 120 miles to the sailwars and wore steering for Fayal. From midnight until daybreak of the morning of the 4th the sea continued to salm and the temperature to moderate. During the entire day, the 4th, it was very calm and the sea amooth. No sail was seen. The party took off their clothes and dried them in the sun. A number of sharks followed and kept near the boat, and one made a rosh and struck her violently, and they did not leave until one was birreed by a boat hook. The night of the 4th dosed in with clouds, fog, and heavy mist, and at about midnight a fresh breeze prung up, and continued until daybreak.

supposed about eighty miles had been made. On the morning of the 5th the wind biew very hard from the east. Their course was changed, and the boat run before the wind to the westward, and ac continued until 4 o'clock in the afternoon, when a sail was discovered about eight miles off, bearing directly toward their boat. The blankets used for sails were lowered, a signal made of four pocket handkerchiefs holsted on an oar, and the boat pulled for the bark. At about 5 o'clock the boat was seen by the lookout on the bark, which proved to be the Giacomino, and they were taken on board and arrived here to-day. The Captain of the bark not having room for the lifeboat on which they were saved, she was cast adrift.

Mr. Sullivan and Mr. McCabe were prosent when the second engineer made the above statement, and confirm it in every particular. They all speak in the highest praise of the kindness of Capt. Bonifazio, who supplied every one with clothing and other necessaries until they reached this nort. The second mate will return to Glasgow, and Messers. Sullivan and McCabe will go to their homes in Louisiana. They say that the Frenchman, whose name was not ascertained and who cannot be found this evening, had a sister on board the Borussia.

New Orleans, Jan 3.—A merchant hore states that he was advised about a year ago by a member of the Borad of Underwiters not to ship on the Borussia, as they, the insurance company, which he represented, would take no more risks on that vessel.

CAN THEY DEFEAT GEN, SHARPE?

Auti-Grant Republicans Combining to Elec

Some One Else as Speaker ALBANY, Jan. 3.—The Republican member of the Legislature are nearly all in the city, and the canvass for the Speakership of the Assembly and Clerkship of the Senate, the two principal bones of contention, is waging as flercely as it is possible for it to do under the circum-stances. So far as the fight for the Speakership goes, it is one of the tamest thus far on record where there has been any contest at all. This afternoon the tide in the lobbies of the hotels set strong in the direction of Gen. Sharpe, and to-night the expression is almost general that Sharpe is certain to be Speaker. and that he will be the only candidate named in the Republican caucus on Monday night. This is unquestionably due to the fact that to-day Gen. Arthur. Police Commissioner Wheeler, ex-Senator Thomas Murphy, Judge Jake Patterson, Dwight Lawrence, and other well-known followers of Conkling and Cornell appeared on the scene as open and active workers for Gen. Sharpe. This was accepted as a fair notice that he was the machine's man, that the fron hand was to be put upon the members, and of course the result could not be doubtful. This was further strengthened by the leaking out of a statement, which has good foundation, that yesterday John M. Francis of Troy, who was for Mr. Terry, visited Gov. Cornell to ascertain whether or not be had any preferences among the candidates, and intended to take any part in the contest. The story goes that the Governor told Mr. Francis that he should not take any part in the canvass, but that if he were a member of the Legislature he should certainly vote for Gen. Sharpe for Speaker. The sifinificance of the latter part of this statement did not escape attention, and when those who are close to the new Governor were found working for the success of Gen. Sharpe, it was generally accepted as a hint from the Governor. But a visit to the headquarters of Husted. Terry, Skinnor, Alvord, and Baker, found them yet professedly unterrified and full of fight. In fact they talk more fight than they did yesterday, and with more bitterness. The machine has taken its followers by the throats and bade them sacrifice their own preferences to do its bidding. When it is remembered that Husted, in the National Convention, voted against Rosce Conkling for the nomination for President, and worked hard against Gov. Corneli at the State Convention, it is no wonder that he should be throttied. Skinner, too, has always been a kicker, and, of course, will not do for the machine. But who has been more faithful than Oid Salt? He has never failed to dance to the music of the machine, and it is said will gracefully get out of the way now. The blands and eloquent Terry in his brief but brilliant political career, had been true to the machine at all times, and he was brought forward by the most conspicuous machine men in his section.

The announcement by some that the election of Gen. Sharpe will be looked upon as another triumph for the Grant men and a third term, has added bitterness to this feeling in some quarters, and there is quiet talk about a general revolt of all the elements opposed to Sharpe against machine detaition. To this end a council of the friends of all the other candidates is to be held to-night to see whether the forces can be united upon any one man and held there for a bitter fight. If they can succeed in doing this they can make trouble for the machine managers. But I doubt whether they can. There are too mray who are looking for good places on committees and for favors at count to Senatorial noses shows that neither has a man to spare, and the change of a certainly vote for Gen. Sharpe for Speaker. The sifinificance of the latter part of this statement

vrooman and art acount of Senatorial noses shows that neither has a man to spare, and the change of a voto may alter the result. Congressman Warner Miller the Warwick of the Herkimer district, is conducting the campaign for Mr. Vroomen, and ex-Spoaker and now Senator Pitts is looking after the interests of Mr. Gidden. The odds are a shade in favor of Vroeman.

The headquarters of Old Salt were crowded The headquarters of Old Salt were crowded when I called there this afternoon. Several inches had been clipped off his hair and beard, and his feet were encased in a pair of carpet slippers. He had bought a new pair of boots and was proud of them. "Young man," said he, "that was a d-d lie about my hair being several inches lenger than it was last winter. I had it cut before I left Syracuse, and I paid for it, too."

it, Loo."

Are you quite certain you paid, Governor?"
I asked, for I remembered there was a tradition that it had been done niways by subscrip-

"Are you quite certain you paid, Governor?" I asked, for I remembered there was a tradition that it had been done always by subscription.

"Yes, sir." he replied: "since Jarve Lord leit Albany I have always paid for it. He used to give me a dollar every year to get it cut with, and it cost mething, young man. I want you to understand my boots are not number eleven. They are slightly over nine, and they are new. The old ones I threw away before I left Syracuse. I had worn them since 1874, and I thought they had done service enough.

"And, young man, I want you to understand that Gen. I an Wiley owns up that he was beaten in that fishing trial last summer. He cheated, too, like a rassoal. He got two other men to fish for him, and counted in all they caught, and besides that he counted seven bass that all together wouldn't weigh over a pound and a half. I threw away everything I caught that weighed under half a pound and then he only beat me two fish, but he has owned up and will pay the wine and subper, and that is all right; but I wont talk to any of you newspaper men, so you needn't ask me any questions, for I won't auswer them." And Old Sait branched off into a history of the Charleston Convention of 1860 and gradually worked down to the present fight for the Speakership, insisting that he was the dark horse that was bound to break the machine and everything eise that got in his way.

Mr. William H. Vanderbilt, with his arms full of morning newspapers, took a seat in the special car at the Grand Central Depot yesterday morning. Half an hour after surrise engine No. 6 backed down. Mr. Vanderbilt asked the engineer whether he thought he special car at the Grand Central Depot yesterday morning. Half an hour after surrise engine No. 6 backed down. Mr. Vanderbilt asked the engineer whether he thought he could make the schedule time. The engineer laughed and answered he'd try it if the road was clear. Three hours alterward Mr. Vanderbilt landed at the Albany depot, having skippod along much of the way at a mile a mi

A European chemist has made a discovery, by mean of a secret process known only to himself, by which he gives to pure, coloriess crystals a coating of real diamond which gives to their surface a real diamond lace, which lasts forever. They are known as Humphrey's l'Artista diamondo. Sind are for sele only at Humphrey's lewelry slove, 319 Broadway, corner of 12th st. New York—Ade

Infinitely Better than Hard Old Style,

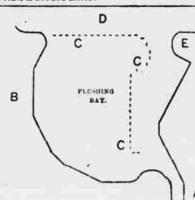
DYKING FLUSHING HARBOR THE PROJECT THAT EXERCISES NEW TOWN PROPERTY OWNERS.

Gen. Newton's Plan to Restore Flushing's Commerce, which is Opposed Because it Would Make a Part of the Bay a Morass. Residents of the town of Flushing, on the east side of Flushing Bay, and of the town of Newtown, on the west side, are in bitter opposition over the best means of improving naviga-tion in their long-neglected harbor. Sixty years ago shipping of magnitude made its way from Long Island Sound to the wharves in Flushing but the bay has, ever since, been gradually filling up with silt, brought into the bay from the Sound, and with mud from narrow, sluggish Newtown Creek that flows into the bay through Flushing. Commerce from shipping had been the life blood of Flush ing, and when water craft went ashore in the buy and were gradually withdrawn by their owners. Flushing's wharves and busicat streets diagent to them became almost worthless prop-erty. In Bridge street are large stores whose tutters are up and whose doors are unopened from the beginning to the end of the year. The pening of the branch of the Long Island Rail-oad through Flushing from Whitestone to

lunter's Point seemed to kill the last hope of lushing that its water outlet would ever be restored. To-day there is no channel between ushing and the Sound through Flushing Bay. About two years ago the trustees of the town of Flushing were petitioned by the citizens of the state aid in improving the harbor. Congressman Charles W. Covert, who represents in Congress Richmond, Queens, and Suffolk Counties, introduced a bill in the Porty-fifth Congress on this subject. The House called on the Secretary of War for information as to the advisa-bility of undertaking the work. Gen. John Newton, of Hell Gate excavation fame, was put in charge of the surveying, and his report, read in Congress, was full and elaborate, and was printed in the Flushing newspapers. In his opinion, the only way in which Flushing Bay can be improved is to build a dyke of two rows of

ion, the only way in which Flushing Bay can be improved is to build a dyke of two rows of spiles, filled in with stones, in such a manner that the tide water as it flows up into the bay will be confined to a narrow channel. By this plan the tide water will be carried to the Flushing wharves, and, instead of 2 or 3 feet of water in the docks, there will be between 15 and 20 feet of water where the vossels are to be unionical.

While the bay is useless for Flushing's commerce, it may be navigated by veesels of light draught when the tide is at the flood or nearly so. On the western, or Newtown shere, are Harry Hill's, Lent's, Backus's, Blies's, and Strong's wharves, where lumber or clay for the pottery near by, or fertilizers for farmers are deposited. The proposed dyke would shu of these wharves from direct communication with Long Island Sound. Hence the opposition of Newtown property owners to the plan. The following diagram shows the general shape of the bay with the top toward the northwest. The proposed dyke begins in Bowery Bay at a spot known as Sandford's Point; runs east-northeast about 1,800 yards, to within 1,000 feet for the late A. T. Stewart's wharf, at the mouth of Flushing Creek. The channel from the bridge across Newtown Creek, at the Fushing wharves, to the Sound opposite College Point, is about 2 miles:



A-Finshing docks B-Newtown Bay front CCC-roposed dyke, D-Long Island Sound, E-Celleg-

A-Finshing docks. B-Newlown Bay front. C C-Proposed tyke. D-Long Island Sound. E-Cellege Point.

When Gen. Newton's plans were approved by Congress the sum of \$29,000 was appropriated for beginning the undertaking and the improvement. It was estimated, would cost \$155,000. There is a bill before the present Congress to appropriate \$40,000, making thus far, \$60,000 for the work. Maj. Gen. Newton has recently signed a contract with Henry Dubois & Sons, of this city, to drive the spiles for \$17,000.

About three weeks ago some taxpayers of Newton first awoke, they say, to see not a

About three weeks also some tanapers of Newtown first awake. They say, to see not a blessing but a curse in the project, and not a curse to themselves only but to all the surrounding country. They did not question Generally skill as an engineer, but they thought they skill as an engineer, but they thought they skill as an engineer, but they thought they skill the channel would be made it would be said the sacrifice of the becuty of the beauty of

ton were only concerned in benefiting the general public he was sure, and that was his own position. He believed in Gen. Newton, who says that permanent improvement in the channel can only come about in the proposed dyking. It would be a benefit to both Flushing and Newtown. As to any existing danger that appropriations will not be forthcoming to complete the work, the appropriation already voted is an implied agreement that the Government will furnish the necessary money, Gen. Newton says, too, that the dyke will not disfigure the bay. There will be a long row of spiles sawed off to the height of two feet above high water. Congressman Covert advised the taxpayers to truet Gen. Newton, who undoubtedly understands his business.

Charles L. Manning, of Newtown, said that the enclosed reservoir would, without doubt become in a short time 1,000 acres of marsh land. He believed that the little opening in the reservoir where it is to connect with the channel and Long Island Sodind, will be eventually closed up when it is seen that the present plan will not work, and thus the reservoir will become a marsh. Finally, he said, the appropriation of \$155,000 would grow to a quarter of a million, and Congress would be disgusfed and withhold its aid. Then where would Flushing Bay be?

Mr. Isaac Peck of Flushing said he had confidence in the surveyors' plans. The channel was dredged in 1833 for \$3,000 by Nathaniel and George Griswell of New York for \$2,522.62, and in 1839 for \$3,500. In 1859, stehmboats ran to Flushing. Mr. Peck couldn't see, he said, how disgling for clams or cysters in the bay could be affected by the dyke or how it would damage or disfigure the bay. Dredging could only temporarily effect a remedy for the navigation.

Isaac A. Bappelyea of Newtown said that the plan? Can a vessel beat into the tidal reservoir? Assuredly not.

Harry Hill of Newtown said that he hadn't been aware until very recently what the nature of the project is. He had seen in England side improvements, with jettles running from the sea

will there be a task of the treat was to make which there be a task of the treat treat the treat treat

by rail. He was sue that the reservoir would become a miasmatic bog and drive people from its shores.

Lawyer George T. White said that he represented large interests that were opposed to the dyking system.

Then Mr. Stratton of Flushing declared emphatically that no seventeen property holders on the shore of the bay have a right to or can stop the front door to Flushing.

Finally, on motion of W. H. Furman, a committee of five Messrs. B. W. Strong. J. E. Backus. C. L. Manning, W. H. Furman, and C. R. Lent, were appointed with full power to confer with a similar committee to be appointed by the Flushing town trustees, to consult Gen. Newton as to the merits and demerits of the plan. On Mr. Furman's motion the following was unanimously passed:

Broked, That the citizens and taxpayers of Newtown, while they favor an improvement of the navigation of Flushing flay, and are willing and sangings to all in any practicable plant of accomplish that object, are opposed to the construction of a dyke through Flushing Bay, as now proposed.

The meeting adjourned, to be reassembled in two weeks from yesterday in the same place.

CRAZED BY HER LOVER'S DEATH. A Young Woman Shooting her Pather Dead, then Killing Horself.

LYONS, N. Y., Jan. 3. -Between 12 and 1 P. M. to-day Miss Frances Hovey, a highly respected and smiable young lady of this village, left her home in Lawrence street, ostensibly to mail some letters and then return home. The mailing of the letters she accomplished; but, in-stead of going home, she went immediately to her father's hat and cap store in Canal street. On entering the store, no one but the father and the girl being present, it is supposed that she went to the rear of the room, where her father sat reading by the stove, went behind him, as seen by the position of her muff and outer wrappings, took a pistol from her pocket. and shot him in the right side of the head, placing the ba

and shot him in the right side of the head, placing the barrel against his temple, producing instant death. After this she reloaded the pistol, which was a small single-barrel one, went up stairs in a back room of the store, and sent a builet through her own brain. A few minutes later one of her brothers returned from his dinner, and going to the rear of the store found his father sitting in his chair with blood trickling down his face. Having examined the wound, he immediately called a physician, who pronounced the wound to be one made with a builet. A scarch of the premiser was hold linds, that the fir was foundly, ing on the floor, slowly dying. She had a small hand glass in her hand, and with the glass, it is supposed, she saw how to take aim. The glass she had brought from her home.

Miss Hovey has been insane at times lately on account of the death of a suiter. Eugene Raines of Rochester, who died some time in september. They are said to have been engaged for over four years. His death was a terrible blow to her, and shattered her intellect. Miss Hovey was a leader in society, and one of the reigning belies of Lyons. She was a member of the Methodist Church, and a most conscientious Christian. One of the letters she mailed to-day was to her paster. In the letter she told how she intended to kill her dear, kind father, who had too much trouble, and then commit suicide. Mr. Hovey leaves a wife, who is crazed by the tragedy, and three sons, one about 31 years of age, another 20, and the other 16. The girl was alive at 19 o'clock to-night, but cannot possibly survive.

A Grand Jury Proposing to Legitimatize

Gambling.
New Obleans. Jan. 3.—The term of the Grand Jury having expired, they to day made a report under the caption of "Gambling Helia." They say: "This tiresome social problem yet awaits solution. It appears that the defiance of authority through which these that the defiance of authority through which these establishments excape suppression, grows out of the mapossibility of procuring evidence adequate to convection of the persons accused. Such being the case, it might be desirable to legitimatize the calling under the assured conviction that it it cannot be wholly suppressed it should be made to continuite to the rubble treasury. This course is recommended, and we are confident, it statistically by public outnion, it will be successful. The Grand Jury advises that a law be passed levying a tax of \$5.930 per announ on each establishment.

Visitors in Menio Park.

Edison's electric lamps were yet burning rilliantly in Menio Park last evening. The many vis iters who come and go continuously are narrowly watched by the thirty inhabitants of the little hamlet. The fact that a stranger was caught a lew days since an an attempt to shot circuit the wires by which electricity is left to Edison's lamps has put every one in Menlo Park on his guard. is led to Edison's lamps has put every one in Menio Park on his guard.

Edison's employees are of the opinion that the attempt was made in the interest of some one interested in circuitre lighting of a different character. His neighbors, on the contrary, some of whose houses are lighted by the Edison lamps, think it was done for more dangerous pur-roses.

The South American War.

The Chilian Consul-General in Panama has follows:

A revolution broke out in Lima on the 21st of December. Pierois was elected Dictator on account of the flight of President den Prado. The Chilians have can tared the Peruvian torpede hoat that left Panama in November, under the Hawshan colors.

Jersey City's Convicted Assemblyman. Considerable interest is felt in Jersey City as

the probable effect of Patrick Sheeran's conviction to

onspiracy as a director of the Mechanics' and Laborers

Savings Bank, upon his recent election to the Legislature it is said by some lawyers that his conviction, it followes by the tuposition of a softence, will imagazitate Sherzai by the tuposition of a softence, will imagazitate Sherzai and the softence of the softence of the softence was an armonic before the softence of the softence arry in the "Borseshoe" District, which he represents

Panic in a Theatre. MEMPRIS, Jan. 2.-A cry of fire raised a panic in Leubries's Theatre at the Ads Cavendish matines to day. The antience, principally ladies, made a confused rush for the exits. The curtain was ruing down, and, the airm proving false, order was restored, with no more acrous result than the swooning of three ladies.

This of it, Isideal You can permanently beautify your complexion with Glenn's Sulphur Sonp.

complexion with Glenn's Sulphur Soap. Hill's Hair and Whisker Dye, black or brown, 50c. -4de. Nervous debility and weakness of generalive organs positively cured by Allen's Brain Food. \$1. Ditman, As tor House; Allen's, 315 1st av. Bend for circular. - 44s. MILK PRODUCERS AROUSED. TRYING TO UNITE ON A PLAN FOR OB-TAINING HIGHER PRICES.

Meetings Preliminary to a Convention in Mid-dictown—Parmers Hehearsing their Many Grievances—A Pennsylvania Plan Favored. MIDDLETOWN, N. Y., Jan. 3.—Meetings were held at the various railroad stations in Orange and Sullivan Counties, New York, and Sussex County, New Jersey, to elect delegates to a meeting to be held in Middletown on Tues day, Jan. 6, to consider the "milk problem." Oscar W. Mapes, A. J. Gale, Charles Mapes, Si-las Vall. H. G. Browster, and Martin S. Mapes were chosen to represent Middletown. It is understood that an attempt will be made to adopt the by-laws and constitution of the Dairymon's Protective Association of Philadel phia. In that association the milk producers bind themselves to abide by the regulations of the Central Committee. Their milk is handled by an agent in Philadelphia, who is entitled to employ a clerk, and both salaries are paid by the producers. The agent makes all contracts and collects the bills. His instructions are to have every milkman give bonds, before the milk is shipped, that the bills shall be paid, either once or twice a month, within three days after the first or the middle of the month.

as the case may be.

The main purpose of the movement through out the milk-producing region is to raise the price to be got by producers. There has been a large increase in the price of feed of late. price to be got by producers. There has been a large increase in the price of feed of late, which has brought to a focus the farmers' discontent. Various devices have been proposed from time to time whereby to make milk pay in the winter time. One was to have local associations to cooperate with county associations all of whose members should pledge themselves to abide by prices established by the directors of the county association, the prices to be fixed once a month. An agent was to be appointed in the city to notify the associations when there was an over production. The association was to be divided into seven classes, one representing each day of the week, and each of these classes in turn was to keep back one can of milk as long as the over supply continued. Another plan was to establish creamerles at each station, under the control of an association, to buy and work into butter and cheese whatever was considered to be surplus. Still, another scheme, sugarested for the benefit of Orange County particularly, was to get the railroad company to scale the freights according to distance, and then give Orange County the benefit of her proximity to New York.

But the most popular movement seems to be that advocated by the Messra, Mapes of Middletown and Mount Hope, and Mr. H. M. Howell of Howell's Station, which is simply to organize for the regulation of the supply, in the hope thereby to regulate the price. It was under their call that meetings were held at every station to appoint committees of producers to ascertain how many disiries could be depended upon to enter such a combination, to report at the Convention in Middletown on Tuesday, Jan. 6. The plan is to revert to the contract system. Before the war milk was all sold by contract, and prices ran up. In 1862 and 1863 the farmers threw over the contract system, whereby they should have fixed rates according to the season. The prices of feed butter, &c., were continually changing. From those times until 1877 the price of milk steadily declined. The Farmer which has brought to a focus the farmers' dis

to 3 and 28 cents, which are the present figures.

If the discentent is great in Orange County, it is still greater in Sullivan County, which is traversed by the Oswego Midland Railroad, and sends milk from all the intervening stations from the county line to Moosston, about fifty miles from Middletown. When the Legislature reduced the freight on milk cans from 55 to 40 cents, the railroad authorities got the milk producers north of the Shawyngunk tunnel to consent to pay 5 cents merc, all to pubus that they could not otherwise afford to run the milk train beyond that point. The consequence is that the Sullivan County farmer has five cents a can taken from his profits.

Large and well-attended meetings were held at Liberty and Parksville, and smaller once elsowhere in Sullivan County, at which committees were appointed to attend the Convention. At Farnsburgh and one or two other points the farmers had not been properly notified; but the number of shippers being small, they can easily get together between now and Tuesday.

Large and well-stiended meetings were had eleavement in Sullivan County, at which committees were appointed to attend the Convention former bell not been properly modified to the properly modified

brewers' grains and that produced from other food. One of them said to-day:
"Why, I supply a New York man who has been thirty years in the business. He told me I mustn't use grains, and I stopped and fed buckwheat for a while. He complained right away that the milk was too thin; buckwheat has that effect. So I began to use grains again, and I have heard no complaints since."
Nevertheless, experienced New York milk dealers claim to be able to distinguish milk where brewers' grains have been used, both by sight and smell, and the most reputable firms make a point in favor of thin milk by guaranteeing that no such food has been used in its production.

make a point in favor of thin milk by guaranteeing that no such food has been used in its
production.
Goshen N. Y.. Jan. 3.—At the meeting of
milk producers here to-day Farmer Tuthili
said the milk problem had been solved in Pennsylvania by the men who supply Philadelphia
with milk. They have an association, governed
by a common council and a general agent. This
general agent lives in Philadelphia, and fixes
the price of milk with the city dealers, subject
to the approval of the common council. Mr.
Tuthili moved that the same plan be adopted in
this State.

An animated and at times acrimonious discussion followed. Farmer Ryerson said the
whole trouble was that the farmers had no backbone. For one, he considered that he had a
right to his own property, and that he was not
going to be compelled to sell milk at three cents
a quart when it was worth four cents. The
farmers of Orange County, he said, had lost a
great many thousand dollars by their weakness
in allowing the milkmen of the city to buildoze
them.
Farmer J. W. Young seemed to strike a popu-

great many thousand dollars by their weakness in allowing the milkmen of the city to buildoze them.

Farmer J. W. Young seemed to strike a popular key when he said that the sale of milk ought to be regulated in the same way that the butter and cheese market is managed. The price ought to depend upon the demand and supply. But the great trouble was that the farmers wouldn't stand together. There were always those who were falling out. Let that milk train go down to New York empty a few times," said the blunt and vigorous oid Mr. Ryerson, "and you'll see how quick the milkmen of the city will be up here. In a letter I got recently from one of those men he said they had us by the nose, and they would defy us to get away. Hold off the supply a few days, and you'll see how soon we'll have them by the nose."

Farmer Ygung said it was useless to talk in that way. You might as we'll tell people to throw away the money they have in their pocketbooks as to tell them to waste their milk. The ohly way out of the difficulty was to provide some plan by which the milk could be turned to some use while the producers were on strike.

After a long discussion it was resolved to appoint a committee of five to consider the Philadelphia plan and all other plans ahd report at a future meeting.

At the meetings held at other places the matter was discussed and delegates were appointed to attend the general meeting which is to be held at Middletown on Tuesday next.

The farmers throughout the which region appear to be thoroughly aroused. They say that at the present price for milk they are hardly able to meet expenses. If there is any one thing that they are agreed upon, it is that no more six months' contracts shall be made with the city milkmen. The price, if fixed in advance at all, shall not be for more than thirty days, or a month, they say.

FLOOD IN THE SEINE.

Bridges Threatened, and Traffic Over Them Stopped by the Authorities. Paris, Jan. 8 .- The cold weather which Paris has experienced this winter was succeeded by a thaw on Thursday last, and to-day the weather is as mild as in May. The thaw has produced a freshet in the Seine, breaking up the ice over which thousands have crossed during the past month, and threatening more damage to property than was caused by the the city were covered with water to the depth of several feet. The river is now a roaring torrent and is still rising. Much alarm exists for the safety of the Pont des Invalides which crosses the river between the Trocadero and the Tuileries, which has been for some time in crosses the river between the Trocadero and the Tuileries, which has been for some time in course of renewal. A temporary bridge, built of wood, was broken into fragments last night by the ice and awept away, and communication was cut off at this point. Thousands of persons line the wall along the water front, watching the raiging torrent as it dashes large cakes of ice against the bridges with such force as to threaten their destruction. At the Pont de la Concorde the depth of water is six metres, and the current is ruffiling at the raif of seven filles an hour. The municipal authorities have ordered the stoppage of all traffic across the following bridges: Pont Solferino, an iron structure of three arches, erected by Nappleon III. in 1858, and crossing the Seine at the corner of the Tuil.

Selection of the Tuileries, where King Charles IX. fired upon the hapless Hugmenots at the massacre of St. Bartholomow; and the Pont des Arts, an iron structure of seven arches, crossing the river from the corner of the gardens of the Louve. Not even foot passengers are allowed to cross on any of those bridges, the approaches being guarded by sergents de ville. The other bridges, which are mainly structures of stone, are choked up by the extra traffic thus forced upon them, and, to make matters worse, the crowds on them are increasing every moment. The utmost vigilance will be necessary to avert a calamity.

JEFF BRIGGS'S LOVE STORY

BY BRET HARTE.

CHAPTER L.

It was raining and blowing at Eldridge's Crossing. From the stately pine trees on the hilltop, which were dignifiedly protesting through their rigid spines upward, to the hysterical willows in the hollow, which had whipped themselves into a maudiin furr, there was a general tumult. When the wind lulled the rain kept up the distraction, firing long volleys across the road, letting leose miniature cataracts from the hill sides to brawi in the ditches, and beating down the heavy heads of wild oats on the levels; when the rais ceased for a moment, the wind charged over the already defeated field, ruffled the guilles. scattered the spray from the roadside pines, and added insuit to injury. But both wind and rain concentrated their energies in a malevo-lent attempt to utterly disperse and scatter the "Half-way House," which seemed to have wholly lost its way, and strayed into the open, where, dazed and bewildered, unprepared and unprotected, it was exposed to the taunting fury of the blast. A loose, shambling, disjointed, hastily-built structure—representing the worst features of pioneer renaissance rattled its loose window sashes like chattering teeth, banged its ill-hung shutters, and admit-ted so much of the invading storm that it might

facility.

Jefferson Briggs, proprietor and landlord of the "Half-way House," had just gone through the formality of closing his house for the night. hanging dangerously out of the window in the hanging dangerously out of the window in the vain attempt to subdue a rebellious shutter that had evidently entered into conspiracy with the invaders, and, shutting the door as against a sheriff's posse, was going to bed—i. e., to read himself asleep, as was his custom. As he en-tered his little bedroom in the attic with a highly exciting novel in his pocket and a kerosens lamp in his hand, the wind, lying in wait for slammed the door behind him. Jefferson Briggs relighted the lamp, as if confidentially in a corner, and shielding it in the bosom of his red flannel shirt, which gave him the appearance of an illuminated shrine, hung a heavy bearskin across the window, and then carefully deposited his lamp upon a chair as his bedside. This done, he kicked off his boots flung them into a corner, and, rolling himself in a blanket, lay down upon the bed. A habit of early rising, bringing with it, presumably, the proverbial accompaniment of health, wisdom, and pecuniary emoluments, had also brought with it certain ideas of the effeminacy of separate toilets and the virtue of readiness.

have blown up or blown down with equal

In a few moments he was deep in a chapter. A vague pecking at his door, as of an unsessonable woodpecker, finally asserted itself his consciousness. "Come in," he said, with

his eye still on the page.

The door opened to a gaunt figure, partig composed of bed quilt and partly of plaid shaws.

A predominance of the latter and a long whise of iron-gray hair determined her sex. Bhe leaned against the post with an air of fatigue

half moral and half physical.

"How ye kin lie thar, abed, Jeff, and read and smoke on sich a night! The sperrit o' the Lord abroad over the yearth—and up stage not gone by yet. Well, well it's well thar ez some ez can't sleep."

"The up coach, like as not, is stopped by high water on the North Fork, ten miles away, Aunty," responded Jeff, keeping to the facts. Possibly not recognizing the hand of a benefi-cent Greator in the rebellious window shutter.

he avoided theology.

"Well," responded the figure, with an air of delivering an unheeded and thankless warning.

"It is not for me to say. Praps it's all His wisdom that some will keep to their own mind. It's well ez some hean't narves, and kin lurus riste in terbacker in the night watches. But He says: 'I'll come like a thief in the night!'-like a thief in the night, Jeff."

Totally unable to reconcile this illustration with the delayed "Pioneer" coach and Yube Bill, its driver, Jeff lay stient. In his own way, perhaps, he was uneasy-not t his aunt's habitual freedom of scriptural quotation, as that good lady herself was, with an occasional oath from his lips. A fact, by the way, not generally understood by purveyors of Scripture, licensed and unlicensed. "I'd take a pull at them bitters, Aunty," said

Jeff. feebly, with his wandering eye still require ring to his page. "They'll do ye a power of good in the way o' calmin' yer narves."

Ef I was like some folks, I wouldn't want oitters-tho' made outer the simplest yarbs of the yearth, with jest enough sperrit to bring out the vartoos-ez Deacon Stoor's Balm 'er Gilead s-what yer meaning? Ef I was like some folks, I could lie thar and smoke in the lap of idleness - with fourteen beds in the house empty, and nary lodger for one of 'em. Ef I was that indifferent to havin' invested my fortis in the good will o' this house, and not ez much ez a single transient lookin' in, I could lie down and take comfort in profane literatoor. But to ain't in me to do it. And it wasn't your father way, Jeff, neither!"

As the elder Briggs's way had been to seek surcease from such trouble at the gambling table, and, eventually, in suicide, Jeff could no deny it. But he did not say that a full realization of his unhappy venture overcame him as he closed the blinds of the hotel that nights and that the half-desperate idea of abandoning it then and there to the warring elements that had resented his trespass on Nature. seemed to him an act of simple reason and justice. He did not eny this, for easy-going natures are not apt to explain the processes by which their content or resignation is reached, and are therefore supposed to have none. Keeping to the facts, he simply suggested the weather was unfavorable to travellers, and again found his pince on the page before him. Fixing it with his thumb, he looked up resignedly. The figure wearily detached itself from the door post, and Jeff's eyes fell on his book. "You wont step. Aunty?" he asked mechanically, as if reading aloud from the page; but she was gone.

A little ashamed, although much relieved, Jeff fell back again to literature, interrupted only by the charging of the wind and the heavy volleys of rain. Presently he found himself wondering if a certain banging were really a shutter, and then, having settled in his mind that it was, he was startled by a shout. Another, and in the ond before the house!

Jeff put down his book, and marked the place by turning down the leaf, being one of that large class of readers whose mental faculties are butter-fingered, and easily slip their hold. Then he resumed his boots, and was duly caparisoned. He extinguished the kerosene lamp, and braved the outer air and strong currents of the hall and stairway in the darkness. Lighting two candies in the barroom, he proceeded to unlook the hall door. At the same instant a furi ous blast shook the house, the door yielded slightly and impelled a thin, meek-looking stranger violently against Jeff, who still strug-

"An accident has occurred," began the stranger. "and—" But here the wind charged again, blew open the door, pinned Jeff behind it back against the wall, overturned the dripping stranger, and, dashing up the staircase, slammed every door in the house, ending triumphantly with No. 14, and a crash of glass in the window.
"Come, rouse upi" said Jeff, still strug-

. Copyright secured.